

<b>ACMI lease agreement</b>	A lease contract between two parties, through which an entity with an air operating certificate (an air carrier) is the lessor. The lessor provides the aircraft, crews, maintenance, and insurance (ACMI) to the lessee. The second party, in most cases also with an air operating certificate, is the lessee. The lessee is responsible for the schedule, flight charges, cargo handling, crew support, flight operations, ramp handling, aircraft servicing, fuel, etc. ACMI charges are typically based on an hourly rate, with a minimum number of hours to be operated per specified period.
<b>Aircraft ULD</b>	An assembly of components consisting of any of the following: <ol style="list-style-type: none"> <li>1. Aircraft container</li> <li>2. Aircraft pallet and pallet net</li> <li>3. Aircraft pallet and pallet net over a nonstructural container or igloo</li> </ol> The purpose of the <b>unit load device (ULD)</b> is to enable individual pieces of cargo to be assembled into a standard-size unit to facilitate efficient loading and unloading of aircraft having compatible handling and restraint systems.
<b>Airline Tariff Publishing Company (ATPCO)</b>	A corporate entity wholly owned by certificated air carriers that publishes and distributes passenger fares and cargo tariffs throughout the air transport, travel, and shipping industries.
<b>Air Operator's Certificate (AOC)</b>	The AOC is the key link to safety oversight. It attests to an airline's competence as to safe operation and it determines who is responsible for an airline's safety oversight. In the US it is issued by the FAA. In the UK it is issued by the Safety Regulation Group of the CAA. An AOC is one of the criteria required in order for any nation's civil aviation regulatory body to grant an operating license. Known also as an Air Carrier Certificate in the US.
<b>AS 1825 Volume</b>	The Society of Automotive Engineers, Inc. (SAE) Aerospace Standard. AS 1825, issued July, 1983, developed recommended standards for determining usable internal volumes in a variety of areas. Generally speaking, container volume is calculated as 93.5 percent of the external envelope volume. For pallets, volume is determined by making the following allowances: <ol style="list-style-type: none"> <li>1. Pallet thickness: 0.75 inches (19mm) for commercial and 2.25 inches (57mm) for military.</li> <li>2. Length and width: assumes a 2-inch setback from the outer edges of the pallet.</li> </ol> Height: controlled by a 2-inch clearance dimension allowance to the minimum aircraft envelope through which the pallet must pass. For detailed information, see the referenced Aerospace Standard.
<b>Available seat-kilometers (ASKs)</b>	Or <b>available seat-miles (ASMs)</b> measure capacity. The number of seats on an airplane multiplied by the number of kilometers or miles flown (empty or full) by that airplane (i.e. airplane capacity). Same measure for all aircraft in the fleet over a specified period of time will show total airline capacity during that period.
<b>Available freight tonne-miles or tonne-kilometers (AFTMs or AFTKs)</b>	A measure of airline or aircraft cargo capacity and production; calculated as the product of total cargo payload capacity and distance flown.

<b>Average daily flight hour utilization</b>	Represents the average number of flight hours flown in scheduled service per day per aircraft for the total fleet of operated aircraft.
<b>Base maintenance</b>	<p>Comprises in-depth inspections known as system checks and structural checks, as well as the consequent non-routine tasks.</p> <ul style="list-style-type: none"> <li>• A system check is traditionally known as a C-check and is typically done up to three years depending on airplane type.</li> <li>• A structural check is also known as a D-, 4C-, or SI-check. This complete structural inspection and restoration of an airplane is referred to as the completion of a maintenance cycle. When in a blocked maintenance program, this inspection is accomplished after an aircraft has been in operation from 4-12 years, depending on the operator, airplane type, and utilization.</li> </ul>
<b>Bilateral agreement</b>	An agreement or treaty between two nations, contracting for reciprocal international air service to be operated by designated carriers of each nation. The agreement may include provisions for the types of aircraft to be used, frequency of service, intermediate stops en route, aircraft airworthiness compliance, insurance requirements, fuel taxation, and arbitration procedures. These are normally standardized agreements applied to negotiations between one nation and numerous other nations, which allow for the inclusion of different routes and service points by various carriers.
<b>Break-even load factor</b>	Represents the percentage of seats that must be filled in order for scheduled passenger revenue to cover operating expenses. Calculated by dividing cost per available seat-mile (CASM) by revenue per revenue passenger mile (RRPM).
<b>Codeshare</b>	A marketing arrangement in which an airline places its designator code on a flight operated by another airline and sells tickets for that flight. This offers carriers an opportunity to provide service to destinations not in their route structure. The sale of codeshare seats can vary depending on the sale arrangement between the carriers.
<b>Cost per available seat-kilometer (CASK)</b>	Or <b>CASM (cost per available seat-mile)</b> The unit operating cost of an airline expressed for each seat mile offered. Operating cost divided by ASK or ASM. Typically expressed in US cents.
<b>Cargo load factor</b>	The percentage of capacity available to carry cargo that is actually used to carry such cargo. Load factor may be calculated on the basis of volume, weight, or unit loading device capabilities. On passenger aircraft, cargo capacity excludes the space necessary to carry passenger baggage. The most common method of computing cargo load factor is the ratio of the actual cargo load by weight to the available cargo weight capacity based on a carrier's cargo density assumptions.
<b>Cargo revenue tonne-miles or tonne-kilometers</b>	A measure of cargo operation productivity. Calculated as the product of cargo carried (revenue tons or tonnes) and the distance flown in the revenue service. Cargo tonnage includes freight, express packages, and mail.
<b>Certification, ULD</b>	Approval by the appropriate governmental airworthiness authorities indicating that the aircraft unit load device (ULD) meets their safety requirements.

<b>Charter</b>	A non-scheduled flight operated according to the national laws and regulations of the country being served, as provided for in Article 5 of the Chicago Convention. A flight on which all (or almost all) the capacity which is occupied by passengers or cargo has been sold to one or more charters for resale. Sometimes charter operators seek to sell some seat-only tickets in order to fill the aircraft (some aviation partners are more liberal than others; some will allow any type of charter, including seat-only, subject to reciprocity; others control charter operations very tightly).
<b>CIF</b>	A pricing method that includes cost, insurance, and freight.
<b>Computer reservation system (CRS)</b>	A computerized system that displays information on availability of seats and connecting services etc., and provides comprehensive facilities for direct booking by travel agents.
<b>Convertible aircraft</b>	An aircraft which is certified for, and can be converted between, an all-passenger configuration and an all-cargo configuration.
<b>Damp lease</b>	An ACMI, includes cockpit crew but without not cabin crew. The lessee would provide its own cabin crew.
<b>Deferred rate</b>	An air cargo rate that is lower than the corresponding standard rates for a comparable shipment. Shippers using a deferred rate agree in advance to a lower level of service in return for the reduced rate.
<b>Direct operating costs</b>	Costs that are directly related to or caused by operating the aircraft.
<b>Dry lease</b>	An aircraft leasing arrangement between two parties. The lessor provides the aircraft to the lessee. The lessee operates the aircraft under its AOC and provides its own crew, fuel, maintenance, insurance, etc. as required for operation. Lessee pays rental payments and typically maintenance reserves to lessor. (Compare “ACMI” and “wet lease.”)
<b>European Aviation Safety Agency (EASA)</b>	The European Aviation Safety Agency is the centerpiece of the European Union’s strategy for aviation safety. Their mission is to promote the highest common standards of safety and environmental protection in civil aviation. (Refer to <a href="http://www.easa.europa.eu">http://www.easa.europa.eu</a> )
<b>Extended operations (ETOPS)</b>	Certification requirement that allows extended range operations for those flights conducted over a route that contain a point further than one hour flying time at the approved one-engine inoperative cruise speed (under standard conditions in still air) from an adequate airport.
<b>Finance lease</b>	Type of long-term debt financing used to support aircraft acquisition. Generally under a finance lease, the risks and rewards associated with aircraft ownership lie with the lessee (the airline). Both asset and debt appear on lessee’s balance sheet. Lessee pays scheduled principal and interest payments to lender/lessor and incurs depreciation of the aircraft asset. Lessee also pays all costs associated with operating aircraft including crew, fuel, maintenance, insurance, etc. Lessee also typically assumes residual risk.

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<b>Fleet planning</b>	Determine which aircraft should be operated and in what numbers to meet the needs of the business. Typically, this involves evaluating new and existing aircraft types, comparing all the costs and checking compatibility with the existing fleet and route network.
<b>General commodity rate</b>	The tariff rates published that are applicable to all articles or commodities not specifically identified elsewhere in the carrier's governing rules tariff as a "Specific Commodity." Often abbreviated as "G.C."
<b>Ground handling operator</b>	Company that provides ground handling support services to airlines. Ground handling may include: aircraft cleaning, catering, ticketing and check in of passengers as well as engineering support.
<b>Hub and spoke system</b>	A hub is an airport on which traffic from a number of peripheral points is concentrated, and which is in turn linked by direct flights to peripheral (spoke) points. Such systems can involve linking a gateway airport to a number of domestic points (common in the US) or can be used in <u>change of gauge</u> operations. Compare with <u>point-to-point</u> .
<b>Hundredweight</b>	The standard tariff unit used for establishing U.S. domestic cargo rates for shipments over 100 pounds that are rated on a weight basis. Hundredweight is abbreviated as cwt.
<b>Indirect operating costs</b>	All costs incurred by the airline that are not directly associated with the operating of the aircraft. Such costs include marketing, administration, rent, IT and ownership.
<b>Interlining</b>	Changing, at an intermediate point on a journey, from one aircraft to an aircraft of a different airline but without any sharing of the airline codes. Compare <u>code sharing</u> .
<b>International Aviation Safety Assessments (IASA) Program</b>	The United States Federal Aviation Administration (FAA) established the IASA program through public policy in August of 1992. FAA's foreign assessment program focuses on a country's ability, not the individual air carrier, to adhere to international standards and recommended practices for aircraft operations and maintenance established by the United Nation's technical agency for aviation, the International Civil Aviation Organization (ICAO). (Refer to <a href="http://www.faa.gov/about/initiatives/iasa/">www.faa.gov/about/initiatives/iasa/</a> .)
<b>Internal volume, ULD</b>	The maximum total available cubic space within a cargo container or pallet net envelope. The internal volume of containers with the same type or designation varies by manufacturer and materials. The Pallets and Containers section of the <b>StartupBoeing</b> website indicates the AS 1825 Volume, which is generally calculated as 93.5 percent of the external envelope volume. This serves as a practical internal volume figure, accommodating the majority of manufacturing variations.
<b>International Air Cargo Association</b>	A worldwide not-for-profit Air Cargo Industry Association with broad-based membership that includes airlines, forwarders, airports, ground handlers, all-cargo carriers, motor carriers, multimodal operators, and customs agencies. The organization's primary objective is to advance the interests of the air cargo industry and strengthen its contribution to world trade. (Refer to <a href="http://www.tiaca.org">www.tiaca.org</a> )



<b>International Air Transport Association (IATA)</b>	A voluntary industry association founded in 1919, which is open to scheduled air carriers whose home countries are members of the International Civil Aviation Organization (ICAO). IATA is actively involved in virtually every aspect of airline operations and management. Primary functions include provision of a wide range of services to airlines, airports, governments, and consumers. Primary products and services include consulting, publications, and training for both passenger- and cargo-related issues. (Refer to <a href="http://www.iata.org">www.iata.org</a> )
<b>International Civil Aviation Organization (ICAO)</b>	A United Nations body formed in December 1944 under the auspices of the <u>Chicago Convention</u> with the objectives of developing the principles and techniques of international air navigation and fostering the planning and development of international air transport so as to: ensure safe and orderly growth of international aviation throughout the world; encourage the arts of aircraft design and operation for peaceful purposes; encourage the development of airways, airports and air navigation facilities for civil aviation; meet the needs of peoples of the world for safe, regular and efficient and economical air transport; prevent economic waste caused by unreasonable competition; ensure the rights of states are respected; avoid discrimination between states; and promote the safety of flight. (Refer to <a href="https://www.icao.int/Pages/default.aspx">https://www.icao.int/Pages/default.aspx</a> )
<b>Layout of passenger accommodations (LOPA)</b>	Aircraft interior configuration document is an engineering diagram of the cabin interior but is not limited to locations of passenger and flight attendant seats, exits, lavatories, galleys, emergency equipment, etc.
<b>Line maintenance</b>	Routine servicing, troubleshooting, and maintenance corrective actions required for airplane dispatch. Line maintenance generally includes transit checks, daily checks, and service checks, all of which are traditionally called the A-check.
<b>Load factor</b>	<p>The percentage of capacity available to carry payload that is actually utilized.</p> <ol style="list-style-type: none"> <li>1. <b>Passenger load factor:</b> The percentage of seats available that are actually purchased by passengers (or RPKs divided by ASKs).</li> <li>2. <b>Cargo load factor:</b> The percentage of cargo load by weight based on a computed cargo weight capacity based on a density assumption. This is the most common method of computing cargo load factor.</li> <li>3. <b>Position load factor:</b> The percentage of loaded ULDs to cargo ULD positions available on an aircraft.</li> <li>4. <b>Volume load factor:</b> The percentage of the volume actually used to carry cargo to the usable internal volume of ULDs and bulk compartments.</li> <li>5. <b>Weight load factor:</b> The percentage of actual cargo weight to the maximum payload weight available on an aircraft when loaded for a specific range.</li> </ol>
<b>Lower deck ULD</b>	A unit load device (ULD) (pallet or container) carried in the lower deck/hold/lobe cargo compartment. These units are commonly designated with an “LD” prefix, plus a number. Many come in both full and half sizes, as related to the width of the lower deck (e.g., LD-1 through LD-11).

<b>Main deck ULD</b>	A unit load device (ULD) (pallet or container) carried on the main or primary aircraft payload deck. These units are commonly designated with an “A” or “M” prefix, plus a number (e.g., A, A2, Modified A, M1, M4, M6).
<b>Maintenance reserves (MRs)</b>	Cash paid to lessor (typically on monthly basis) and available for scheduled maintenance of aircraft and engines. MRs are based on the cost to restore performance and utility to an airplane’s high maintenance cost elements. MRs protect the asset from airline operational risk and are typically required by the lessor as a part of an operating lease agreement.
<b>Manufacturer’s empty weight (MEW)</b>	The weight of an aircraft’s structure, power plants, systems, furnishings, and other required items of equipment that are an integral part of a particular aircraft configuration. MEW is essentially a “dry” weight, including only those fluids (e.g., hydraulic) in closed systems.
<b>Maximum gross weight for a ULD</b>	The maximum allowable combined weight of the unit load device (ULD) and its contents/payload.
<b>Maximum landing weight (MLW)</b>	The maximum certified total aircraft weight for landing, as limited by aircraft strength and airworthiness requirements.
<b>Maximum takeoff weight MTOW)</b>	The maximum certified total aircraft weight at takeoff brake release, as limited by aircraft strength and airworthiness requirements.
<b>Maximum zero fuel weight (MZFW)</b>	The maximum certified total aircraft weight allowable before usable fuel must be loaded in the aircraft, as limited by aircraft strength and airworthiness requirements.
<b>Net margin</b>	Represents net profit after tax as a percentage of total revenue.
<b>Network</b>	Airline term for all destinations that a particular airline flies to.
<b>Operating Empty Weight (OEW)</b>	<p>Manufacturer’s Empty Weight plus Standard and Operational (S&amp;O) items.</p> <p><b>Standard Items:</b> Equipment and fluids not considered an integral part of a particular aircraft and not a variation for the same type of aircraft. These items may include, but are not limited to, the following:</p> <ul style="list-style-type: none"> <li>• Unusable fuel and other unusable fluids</li> <li>• Engine oil</li> <li>• Toilet fluids and chemicals</li> <li>• Fire extinguishers, pyrotechnics and emergency oxygen equipment</li> <li>• Structure in galleys, buffets and bars</li> <li>• Supplementary electronic equipment</li> </ul> <p><b>Operational Items:</b> Personnel, equipment and supplies necessary for a particular operation but not included in Manufacturing Empty Weight or Standard Items. These items may vary for a particular aircraft and may include, but are not limited to, the following:</p> <ul style="list-style-type: none"> <li>• Crew and Baggage</li> </ul>

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	<ul style="list-style-type: none"> <li>• Manuals and navigational equipment</li> <li>• Removable service equipment for cabin, galleys and bars</li> <li>• Food and beverages, including liquor</li> <li>• Usable fluids other than those in useful load</li> <li>• Life rafts, life vests and emergency transmitters</li> <li>• Aircraft unit load devices</li> </ul>
<b>Operating margin</b>	Represents operating profit as a percentage of total revenue.
<b>Operating statistics</b>	<b>Capacity:</b> ASKs or ASMs (passengers); AFTKs or AFTMs (cargo) <b>Traffic:</b> RPKs or ASKs (passengers); RFTKs or AFTKs (cargo); Load Factor: ASK/RPK (passengers) ; RFTK/AFTK (cargo) <b>Revenue:</b> RASK or RASM; RAFTK or RAFTM; Yield <b>Cost:</b> CASK or CASM; CAFTK or CAFTM
<b>Point to point</b>	A system whereby an airline's route network is composed of a number of <u>city pairs</u> , not necessarily linked by hub airports. This system is favored by low-cost carriers such as Southwest Airlines (in the US), easyJet and Ryanair (in Europe). Compare with <u>hub and spoke</u> .
<b>Revenue passengers</b>	Represents the number of scheduled fare paying passengers booked.
<b>Revenue per available seat-kilometer (RASK)</b>	Or <b>RASM (Revenue per available seat-mile)</b> The unit revenue base of an airline expressed for each seat kilometer or seat mile offered. Revenue divided by ASKs or ASMs. Typically expressed in US cents.
<b>Revenue passenger-kilometer (RPK)</b>	Or <b>RPM (Revenue passenger-mile)</b> Measures traffic. The number of fare-paying passengers multiplied by the number of km's or miles they fly.
<b>Sale/leaseback transaction (SLB)</b>	Airline sells its aircraft to lessor and then leases the aircraft back into its fleet under an operating lease, typically a dry lease. (See "dry lease".)
<b>Sectors flown</b>	Represents the number of scheduled passenger or cargo flight sectors flown.
<b>Seat pitch</b>	The distance between the rows of seats as measured from the back of one seat to the back of the seat behind. The measurement is taken from the same position on each seat.
<b>Shipper's cooperative</b>	An association of shippers, a legal entity, which acts in unison to increase the quantity of freight offered to carriers for transport. A key objective of most shippers' cooperatives is to obtain lower cost volume rates. A shipper's cooperative may, in some cases, also act as an agent of the direct air carrier.
<b>Spill</b>	Passengers turned away from a flight due to capacity restrictions. Demand exceeds supply.

<b>Standard-body aircraft</b>	<p>Aircraft which generally have a fuselage diameter of less than 200 inches (5.08 meters).</p> <p><b>Passenger:</b> Commonly referred to as “single-aisle” aircraft.</p> <p><b>Cargo:</b> Payloads less than 45 Tonnes, (99,208 lbs). In most configurations and applications, this limits main deck cargo loading to a single row of full-size Unit Load Devices longitudinally. Examples: DC-9F, 727F, 737-200C, B737-300SF, 737-400SF, 737-800BCF, B757-200F, and DC-8-73F.</p>
<b>Structural-limit payload</b>	Maximum aircraft payload calculated as a structural limit: maximum zero fuel weight minus operating empty weight.
<b>Tare weight</b>	The weight of an empty unit load device (ULD) (pallet or container), including all liners, doors, fittings, and nets. This varies by manufacturer for a given ULD type.
<b>Tare weight allowance</b>	A “free weight” allowance given to shippers as part of a unitization incentive program to encourage the use of unit load devices.
<b>Ton</b>	A unit of weight measurement. As most commonly used, a “short ton,” or U.S. ton (2,000 pounds), as compared to a “long ton” (2,240 pounds).
<b>Ton-mile</b>	One ton transported a distance of one mile.
<b>Tonne</b>	The French spelling of “ton” used in the air cargo industry to denote a metric ton (1,000 kg or 2,204.6 lb).
<b>Tonne-kilometer</b>	One metric ton transported a distance of one kilometer
<b>Unit load</b>	A number of individual pieces of freight or cargo in a single box or container, or on a pallet, and held in place with a net or similar device, to make them suitable for transporting, stacking, or storage as a single unit. It may also be a single large item packaged for transporting, stacking, or storage.
<b>Volume utilization</b>	<p>A measure of the proportion of the unit load device ULD volume used to stow cargo expressed as a percentage. Volume utilization is calculated as follows:</p> <p>Volume utilization = ULD volume used for cargo divided by ULD total internal volume</p>
<b>Weight break</b>	<p>A cargo tariff parameter, which describes the weight of a cargo shipment at which a lower rate per pound (or per kilogram) becomes effective. (See “minimum weight” and “pivot weight.”)</p> <p>Example: 0–99 kg, \$.45/kg; 100–250 kg, \$.42/kg; over 250 kg, \$.38/kg</p>
<b>Wet lease</b>	A leasing arrangement between two parties. The lessor typically provides the aircraft and crew. Other operational requirements such as fuel, insurance, ground services, and maintenance are as negotiated. In the practical sense, wet leases function between the general provisions of an aircraft-only “dry lease” and an “ACMI agreement.” (See “ACMI” and “dry lease.”)



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<b>Workrate</b>	The number of trips an aircraft makes in the period, times the average trip distance, times the cargo capacity. It is primarily used in macroeconomic-approach fleet planning.
<b>Yield</b>	<p><b>Passenger:</b> Passenger revenues divided by RPKs. It describes how much revenue an airline is receiving per passenger kilometer flown. Typically expressed in US cents.</p> <p><b>Cargo:</b> Air transport revenue per unit of weight and distance. For U.S. domestic and international traffic, it is ordinarily stated as dollars per ton-statute mile. For international traffic, it is generally stated as units of currency per tonne-kilometer. The term “yield” is often confused with “average revenue.” Yield considers the distance carried, while average revenue does not.</p>



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<b>AAPA</b>	Association of Asia-Pacific Airlines
<b>ACI</b>	Air Cargo, Inc.
<b>ACMI</b>	Aircraft, crews, maintenance, and insurance
<b>AD</b>	Airworthiness directive
<b>AEA</b>	Association of European Airlines
<b>AFM</b>	Airplane flight manual
<b>AOC</b>	Air operator's certificate
<b>APU</b>	Auxiliary power unit
<b>ATC</b>	Air Traffic Control
<b>ATK</b>	Available tonne-kilometers
<b>ATM</b>	Available ton-miles
<b>ATPCO</b>	Airline Tariff Publishing Company
<b>B</b>	Boeing, aircraft manufacturer (e.g., B747F)
<b>BCF</b>	Boeing-Converted Freighter
<b>CAA</b>	Civil Aviation Authority (United Kingdom)
<b>CAAC</b>	Civil Aviation Authority of China
<b>CFMI</b>	CFM International, engine manufacturer, a GE/SNECMA consortium
<b>CIS</b>	Commonwealth of Independent States
<b>Combi</b>	Combined main deck passenger/cargo aircraft
<b>CRAF</b>	Civil Reserve Air Fleet
<b>CRS</b>	Computer reservation system
<b>Cu</b>	Cubic
<b>DDG</b>	Deviation Dispatch Guide
<b>DOT</b>	Department of Transportation (United States)
<b>EASA</b>	European Aviation Safety Agency
<b>EFIS</b>	Electronic flight information system
<b>EPNdB</b>	Effective perceived noise level in decibels
<b>ER</b>	Extended range
<b>ETOPS</b>	Extended operations
<b>EU</b>	European Union
<b>FAA</b>	Federal Aviation Administration (United States)
<b>FAR</b>	Federal Aviation Regulations (United States)
<b>FADEC</b>	Full authority digital engine controls
<b>FCOM</b>	Flight Crew Operations Manual
<b>FCTM</b>	Flight Crew Training Manual
<b>FF</b>	Frequent Flier
<b>FPPM</b>	Flight Planning and Performance Manual
<b>ft</b>	Feet
<b>ft3</b>	Cubic feet (dry volume measure)
<b>FTK</b>	Freight tonne-kilometers

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<b>FTM</b>	Freight ton-miles
<b>GDS</b>	Global Distribution Systems
<b>GE</b>	General Electric, engine manufacturer
<b>H/K</b>	Hushkit (engine noise—reducing system)
<b>hp</b>	Horsepower
<b>IAE</b>	International Aero Engines, engine manufacturer (R-R, P&W, JAE, MTU, and Fiat)
<b>IASA</b>	International Aviation Safety Assessments (IASA) Program
<b>IATA</b>	International Air Transport Association
<b>ICAO</b>	International Civil Aviation Organization
<b>IFE</b>	In-Flight Entertainment
<b>IFR</b>	Instrument Flight Rules
<b>in</b>	Inches
<b>JAA</b>	Joint Aviation Authority
<b>JAR</b>	Joint Aviation Regulations
<b>kg</b>	Kilograms (metric weight measure)
<b>km</b>	Kilometers (metric distance measure)
<b>kN</b>	Kilonewtons (metric thrust measure)
<b>km/h</b>	Kilometers per hour (speed in kilometers per hour)
<b>kn</b>	Knots (speed in nautical miles per hour)
<b>kW</b>	Kilowatts (electrical power/energy)
<b>lb/lbt</b>	Pounds/pounds of thrust
<b>LTL</b>	Less than truck load shipment
<b>L</b>	Liters (metric liquid volume measure)
<b>M</b>	Modified
<b>m3</b>	Cubic meters (metric dry volume measure)
<b>MD</b>	McDonnell Douglas, aircraft manufacturer (e.g., DC-8, MD-80)
<b>MMEL</b>	Master Minimum Equipment List
<b>MEW</b>	Manufacturer's empty weight
<b>mi/h</b>	Miles per hour (speed measure)
<b>MLW</b>	Maximum landing weight
<b>MNPS</b>	Minimum Navigation Performance Specification
<b>MTOW</b>	Maximum takeoff weight
<b>MTW</b>	Maximum taxi weight
<b>MZFW</b>	Maximum zero fuel weight
<b>NAS</b>	National Aerospace Standards
<b>NATO</b>	North Atlantic Treaty Organization
<b>NCD</b>	Nose cargo door
<b>NMI</b>	Nautical miles (distance measure)
<b>NRN</b>	Noise reduction nacelle
<b>OAG</b>	Official Airline Guide
<b>OEM</b>	Original equipment manufacturer

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<b>OEW</b>	Operating empty weight
<b>P&amp;W</b>	Pratt & Whitney, engine manufacturer
<b>PAX</b>	Passengers
<b>PF</b>	Package freighter
<b>PIP</b>	Performance improvement program
<b>QC</b>	Quick change aircraft and/or associated equipment
<b>QRH</b>	Quick Reference Handbook
<b>RE</b>	Re-engine
<b>R-R</b>	Rolls-Royce, engine manufacturer
<b>RTK</b>	Revenue tonne-kilometers
<b>RPK</b>	Revenue passenger kilometers
<b>RVSM</b>	Reduced Vertical Separation Minimum
<b>SII</b>	Stage 2 hushkit designation
<b>SIII</b>	Stage 3 hushkit designation
<b>SCD</b>	Side cargo door
<b>S/N</b>	Serial number
<b>SF</b>	Special freighter, converted passenger aircraft
<b>SHP</b>	Shaft horsepower
<b>SQ</b>	Square
<b>SR</b>	Short range
<b>STC</b>	Supplemental type certificate
<b>STOL</b>	Short takeoff and landing
<b>TCAS</b>	Traffic collision avoidance system
<b>TIACA</b>	The International Air Cargo Association
<b>TSO</b>	Technical standard order
<b>ULD</b>	Unit load device
<b>U.S. gal</b>	U.S. gallons (liquid volume measure)
<b>VFR</b>	Visiting friends and relatives or Visual flight rules

